

**CAPSTONE INDUSTRY COUNCIL MEETING
MINUTES
June 14, 2006**

The Alaskan Capstone Industry Council met at the Alaska DOT/PF Building on Jun 14, 2006, at 8:00 am.

The following agenda items were presented:

0800 – 0945 Information Sharing

Opening	Sue Gardner – Capstone Program Manager
Technical Status Update	Mark Olson
Operations Status Update	Dan Stapleton
FAA JRC Planning Status Update	Donna Whitlock
WAAS Update	JoAnn Ford
Restoral of ADS-B Services	Lari Belisle
Statewide Infrastructure Evaluations	Sue Gardner
Alternatives for Retaining Transcribed Weather Broadcast Services (TWEB) in Alaska	Mike Borowski

0945 – 1000 Industry Feedback (Roundtable)

Information Sharing

Opening: Sue Gardner, Capstone and Weather Camera Programs Manager

Sue Gardner opened the meeting by welcoming the attendees. Introductions followed around the room.

The meeting followed the agenda, beginning with a background on the FAA's removal of ADS-B surveillance data from the air traffic controller displays on March 24, 2006.

Sue discussed the procedures for restoring ADS-B to the glass at ZAN and mentioned that Lari Belisle would be covering the proposal for reinstatement in a later presentation. Sue referenced the FAA Press Release, giving step-by-step procedures and proposed dates for a progressive reinstatement of ADS-B to the glass at ZAN. The return of ADS-B is scheduled to begin on June 15, 2006. The controllers will use a standard five-mile separation standard, the same as radar. Initially, ADS-B will be implemented at three sites (Bethel, Saint Marys, and Aniak). King Salmon and Dillingham will be added later.

Sue discussed changes in the Capstone staff, including the departure of Nancy Schommer, introduction of new personnel (Jerry Baker, MITRE), and the anticipated addition of new FAA staff members within the next few weeks. The Capstone Program Office has been reconfigured to accommodate the additional staff.

A new FAQ section has been added to the Capstone web page. Many other changes and updates to the Capstone web site are forthcoming.

The FAA Administrator, Marion Blakey, will be in Anchorage for congressional hearings with Senator Ted Stevens on July 5th, 2006. The Administrator will be visiting the Juneau area and will be accompanied by Howard Swancy, Senior Advisor to the Deputy Administrator, Bobby Sturgell.

Technical Status Update

Mark Olson stated that the Capstone Technical Team's focus in the coming months would be supporting restoration of ADS-B services.

Mark presented coverage slides of the Southeast GBT sites and the status of these sites as they relate to the analysis of the "re-validation" data of the Y-K Delta sites. The presentation will be made available to all via the Capstone web site.

Operations Status Update

In Ray Collins's absence, Dan Stapleton provided a Chelton 6.0B software update. He reported that the certification process is still moving very slow as per information provided by Chelton. Chelton executive management has been looking for alternate means for helping to accelerate this process.

AcroHelipro's contract is being extended to include on-going maintenance assistance to the operators and completion of the proposed 19 helicopter installs at the end of the 2006 flying season.

All Garmin version 5.7 MX-20 software upgrades and pilot training have been accomplished by UAA and the Capstone Program Office.

In response to an inquiry on how the equipment would fit into a Bell 206, August Asay responded that a Bell 206 in the Y-K Delta already had the equipment and the fit was good. Leonard Kirk proposed that photos of all of the different installation configurations of different aircraft (helicopters and fixed wing) be placed on the Capstone web site.

Steve Thompson has been updating the memory IDUs that are required in order to accept the new software upgrade. He has less than five aircraft left.

FAA JRC Planning Status Update

Donna Whitlock gave an update on the status of the JRC investment decision and planning efforts. The Capstone Program Office is preparing to go in front of the Executive Council (EC) August 24, 2006. Donna read slide #17 from the Capstone PowerPoint presentation to the group.

Sue Gardner elaborated on the review process prior to the August JRC. She also commented that the business case looks very positive and shows that a positive decision will lead to many positive benefits.

WAAS Update

JoAnn Ford provided a briefing on the status of WAAS, beginning with an update on the two satellites that were launched in the fall of 2005.

ADS-B Reinstatement Update

Lari Belisle gave a slide presentation on the steps, methods, and time frame associated with the return of ADS-B to the glass at ZAN. Lari was requested to provide a copy of this slide presentation to accompany these minutes. (The slides were not received as of the writing of these minutes.)

ADS-B will be restored and re-enabled to the MEARTS on June 15, 2006, at approximately 7:00 a.m. As noted above during previous presentations, the

reinstatement will begin with three sites: Bethel, Saint Marys, and Aniak. These sites will have a box (128 miles by 120 miles to 6000 ft MSL, heaviest traffic areas) adapted around them in the MEARTS automation system. Within the boundaries of this box, ADS-B will have display priority over radar to the air traffic controllers. Any ADS-B received by the MEARTS outside of this box will still have a radar priority over the ADS-B. This will reduce the likeliness (if not eliminate) any conflict alerts that could be imposed by the pilot not following proper 4096 code entry procedures into the GDL-90 and onboard transponder.

During monitoring, everything has appeared to be working very smoothly. The FAA Tech Center has also been involved in putting together these solutions.

In July 2006, the FAA will do extensive end-to-end testing and validation flights of this ADS-B reinstatement. This will determine if the other sites will be reinstated as proposed on August 15, 2006.

Felix Maguire asked if a ceiling of 8000 feet MSL would be better. Lari replied that 6000 feet was good.

Lari Belisle explained that for the first time ever ADS-B will have a priority over radar within the "box." If all works well, this could become the case for all other ADS-B GBT sites in the future. The group expressed concern that an aircraft flying through this box would cause problems transitioning from ADS-B to radar and back again. Lari assured the group that it should not be a problem due to approach procedures that will be followed.

Lari explained that in the "box" the priority will be, ADS-B, Primary radar, and Secondary radar. Outside the box, no ADS-B will be displayed --at all-- at this time on the controller's glass. A five-mile separation standard will be used for ADS-B and radar alike. Paul Fiduccia had concerns of whether or not there would be an adequate amount of time to transition from one to the other.

Lari covered the new phraseology that will be used by ATC to the pilots for the use of ADS-B (in his slide presentation). Sue Gardner was concerned that if it was new phraseology, then it should be published in the AIM. She asked how pilots would be informed. Lari had already drafted a letter to airmen and distributed it to the group. He requested Capstone Industry Council meeting participants to pass along a message (provided by him via email) to every pilot that they knew to help get the message out to the pilots sooner. Capstone agreed to help. Sue Gardner expressed a desire to have a NOTAM sent out. Eventually the box will go away and ADS-B will be the priority source of surveillance data.

Capstone Coalition Update

There was nothing new to report since most coalition efforts have been sidelined until ADS-B is reinstated and approved for further placement of GBT infrastructure.

Statewide Infrastructure Update

Sue Gardner updated the group on a proposed look at GBT placement by a slide representing actual traffic data (approx one year's worth) vs. proposed GBT coverage (see Capstone slide presentation). The Proposed GBT infrastructure will allow for nav-aid divestment by the national office. The Capstone Program Office only makes recommendations and will not be performing actual divestments. Slide #17 of the Capstone brief explains this. Sue will share the plan next month.

Alternatives for Retaining TWEB in Alaska

Questions on the divestment of Transcribed Weather Broadcast Services (TWEB) on NDBs were answered. No TWEB NDBs will be divested until a better alternative is devised.

Round Table

Tom George liked the coverage area graphics presented. He was concerned that the lower 48 would get "stuck" and not do more with ADS-B. Sue Gardner brought up how good the cost benefit analysis was and that it should help in the lower 48. She also noted that by that time there might be a satellite alternative in place giving true statewide coverage.

Karen Casanovas added that the Administrator's visit was important for all to coordinate with the Coordination Council.

Felix Maguire made a statement that all the proposals looked positive, but that they would continue to "hold the FAA's feet to the fire" to get all ADS-B services back.

Jim Hill reminded the group that ATC is also a customer of ADS-B and they want it back on the glass as much as anyone. He said that they would be getting a much better product in the end.

Many comments were received from various group members about how they liked the day's presentations and the data presented to back-up what was being said.

Conclusion and Next Meeting

The Capstone Industry Council meeting was adjourned. The next meeting is scheduled for 8:00 a.m., Wednesday, July 12, 2006, at the State DOT Building at Lake Hood.